

[REDACTED]

From: [REDACTED]
Sent: 14 May 2026 11:36
To: Planning
Subject: Comments for Planning Application DC/26/0530
Categories: Comments Received

Dear HDC,

Please see attached presentation with photos to add to my comments. The map is interactive when put into presentation mode (each circle on the map links to a photo).

I would appreciate it if you would let me know if the attachment is stripped put as I can provide a simple, smaller document.

Best regards,

[REDACTED]

----- Forwarded message -----

From: "planning@horsham.gov.uk" <planning@horsham.gov.uk>

To: [REDACTED]

Sent: Thursday, 14 May 2026 at 12:24:24 CEST

Subject: Comments for Planning Application DC/26/0530

Comments for Planning Application DC/26/0530

Dear Sir/Madam,

[REDACTED]

You have been sent this email because you or somebody else has submitted a comment on a Planning Application to your local authority using your email address. A summary of your comments is provided below.

Comments were submitted at 14/05/2026 11:24 AM [REDACTED]

Application Summary

Address: Land at Hornbrook Farm Brighton Road West Sussex

Proposal: Outline planning application for up to 180 dwellings, open space and associated works and infrastructure with all matters reserved apart from access.

Case Officer: Nicola Pettifer

[Click for further information](#)

Customer Details

Name: [REDACTED]

Email:



Address:

24 Dickins Way Horsham RH13 6BQ

Comments Details

Commenter
Type:

Neighbour

Stance:

Customer objects to the Planning Application

Reasons for
comment:

- Design
- Highway Access and Parking
- Other
- Overdevelopment
- Trees and Landscaping

Comments:

[Also being sent by email as I have a PowerPoint relating to traffic issues]

I strongly object to the proposal.

As an initial general point about the site, I am very surprised and disappointed that the council even put this site forward in the draft local plan. I would like to remind the council of the following which was stated in the previous assessment for this site and which form part of my planning-based reasons for my objection.

"The site is rural in nature and lies beyond the Horn Brook River which forms a strong natural boundary to the edge of Horsham town. This site is tranquil in nature adjoining the AONB and does not relate well to the built form of Horsham. A small portion of the western boundary of the site is also at risk from flooding which could reduce any developable area. The eastern portion of the site is elevated and open nature would require significant landscape mitigation. Unless allocated for development through the review of the HDPF or via a made Neighbourhood Plan, it is considered development would be contrary to Policies 1-4 and 26 of the HDPF. It is therefore assessed to be 'Not Currently Developable'."

Nothing has changed since this entirely appropriate conclusion was reached (and not for the first time).

The current development plan is not in force and the proposed allocation remains that, just a proposal. Therefore this development is contrary to the planning policies currently in force (many of which have been carried forward into the new draft plan).

We are getting ahead of ourselves here - otherwise what is the point of a consultation-based local plan process? Many, many objections were raised against that proposal, and local people put time and effort into providing those comments because they were being given an opportunity to have their voices heard. Now, even before the Planning Inspectorate has had an opportunity to consider properly those objections, the system is being misused to put forward this application prematurely.

This is not democracy in action.

In any case the draft proposal was for up to 100 houses and this is for 180!!

The council appears to have been panicked into allocating this site to meet the unreasonable dictates of central government based on an inappropriate national housing formula rather than local needs. There is more than adequate housing allocation in more appropriate locations, plus the windfall of 800 houses at the former Golf and Fitness Centre.

These other allocations have something in common. They are located on the western and northern edges of Horsham which is well served by a transport network. This site is located in an area of Horsham with poor road infrastructure and pedestrian access in and out of the site is wholly inadequate. This is discussed in more detail below.

Turning to the detailed grounds for objections which are based on specific planning reasons.

1. Site/Visual Impact

The site is visibly separated from the well-defined urban area of Horsham and forms an attractive rural area, which is important to the setting of the town. The site is on relatively high and exposed land compared to the existing edge of the built up area, and would therefore be more visible and intrusive, and would undermine the existing rural character of this approach to Horsham and the setting of the town and the AONB.

Planning inspectors and HDC have previously noted that Hornbrook forms a natural boundary to the built up Horsham area. No other areas to the East of Hornbrook have high density housing. The proposed allocation would

"breach a distinct, well established, natural boundary to the built-up area which is defined by the thickly wooded gully of the Hornbrook."

There would be no effective means of mitigating the visual impact of intrusive, high density dwellings at this site.

The extension of the built-up area of Horsham to the east, up to the High Weald Area of Outstanding Natural Beauty, would be undesirable and should be resisted.

The proposal indicates that suitable mitigation would be possible but I do not agree. By contrast, in 1996 the Local Plan Inspector concluded:

"...development here would be unacceptably prominent, and seriously erode the character of a wider rural area which is important to the setting of the town. The broken hedge and two or three mature trees on the eastern boundary would not effectively reduce the harsh impact of the development, and additional planting, which would take many years to mature, would in my view have only limited screening effect. What is now a pleasant aspect across open land towards the town would be dramatically changed by development imposing itself unsympathetically on the rural landscape."

Major development on this site will also lead to negative effects on local ecology, including the loss of habitats which are closely connected to the adjacent AONB. Others have commented on this in more detail and I support their objections.

I draw the council's attention to the follow Strategic Policies.

Countryside Protection - Strategic Policy 14 (was Countryside Protection - Policy 26)

In addition, proposals must be properly integrated within the landscape and be of a scale appropriate to its countryside character and location. Development will be considered acceptable where it does not lead, either individually or cumulatively, to a significant increase in the overall level of activity in the countryside, and protects, and/or conserves, and/or enhances, the key features and characteristics of the landscape character area in which it is located, including: b. The pattern of woodlands, fields, hedgerows, trees, waterbodies and other features; and c. The landform of the area.

Protected Landscapes - Strategic Policy 16

1. Development proposals within and adjacent to the High Weald AONB must demonstrate how their development proposals conserve and enhance the natural beauty of the AONB, having appropriate regard to the setting and views into and out of the AONB, the High Weald AONB Management Plan, any updates and any other relevant documents. Proposals will be required to set out any proposed mitigation or compensation measures needed to address any harm.

It is hard to see how a few single storey buildings and a green space will mitigate the overall impact of the proposed site. Therefore this proposal is contrary to SP14 and SP16.

2. Flood Risk

During heavy rain, Hornbrook carries significant runoff. Building on the site will increase the runoff into the brook, exacerbating the flooding issue downstream at Kerves Lane. This issue

has not been properly considered and addressed. Many others have raised this issue in more detail and I support those objections.

3. Transport (Sustainability, Congestion and Safety)

- Despite references to bus transport, this is limited in terms of the network and the reality is that the new residents will drive for most journeys.
- Access to and from the site is onto the busy single carriage Brighton Road, already congested at peak times. New residents seeking to go to the schools or North Horsham (and onwards to the A264) may well choose to make a left turn and then go via Doomsday Lane and Hammerpond Road - narrow lanes with a steep, difficult junction and a pinch point where Hammerpond Road joins St Leonard's Road which will create congestion. Alternatively they may go via (i) St Leonard's Road which has lengthy stretches of parked cars causing additional congestion at peak times for cars and school buses or; (ii) avoid St Leonard's Road by using the residential side streets of Hernbrook Drive / Sandeman Way.
- This creates road safety issues which the applicant has not (and cannot) address properly. Again, this emphasises that this side of Horsham is not well suited to further development whereas areas to the North and West of Horsham are.
- I question whether the traffic assessment submitted is in any way realistic.

Summary

This allocation is inconsistent with strategic plans for Horsham that focus on the North and North-West of the town close to the major road network. Building at the completely opposite end of Horsham on a small greenfield site within the countryside adjacent the High Weald Area of Outstanding Beauty, is an unsustainable approach inconsistent with those strategic plans, previous decisions and good planning practice and will generate significant traffic and safety issues. This is not a quick win on a brownfield site.

The applicant has endlessly pursued this inappropriate site over the years despite numerous rejections. The community has had to dedicate constant resources to rehashing arguments and conclusions that appear to have been settled, only to see yet another attempt advanced. The developer only has to get lucky once. This is not fair on the community.

Strong planning reasons have been given above for rejecting this application. Nonetheless I would emphasise again, this site has been reviewed several times in recent years with the same conclusions reached repeatedly over 25 years: not suited to development. There has been no material planning change that would justify a change of designation.

Kind regards

Telephone:

Email:



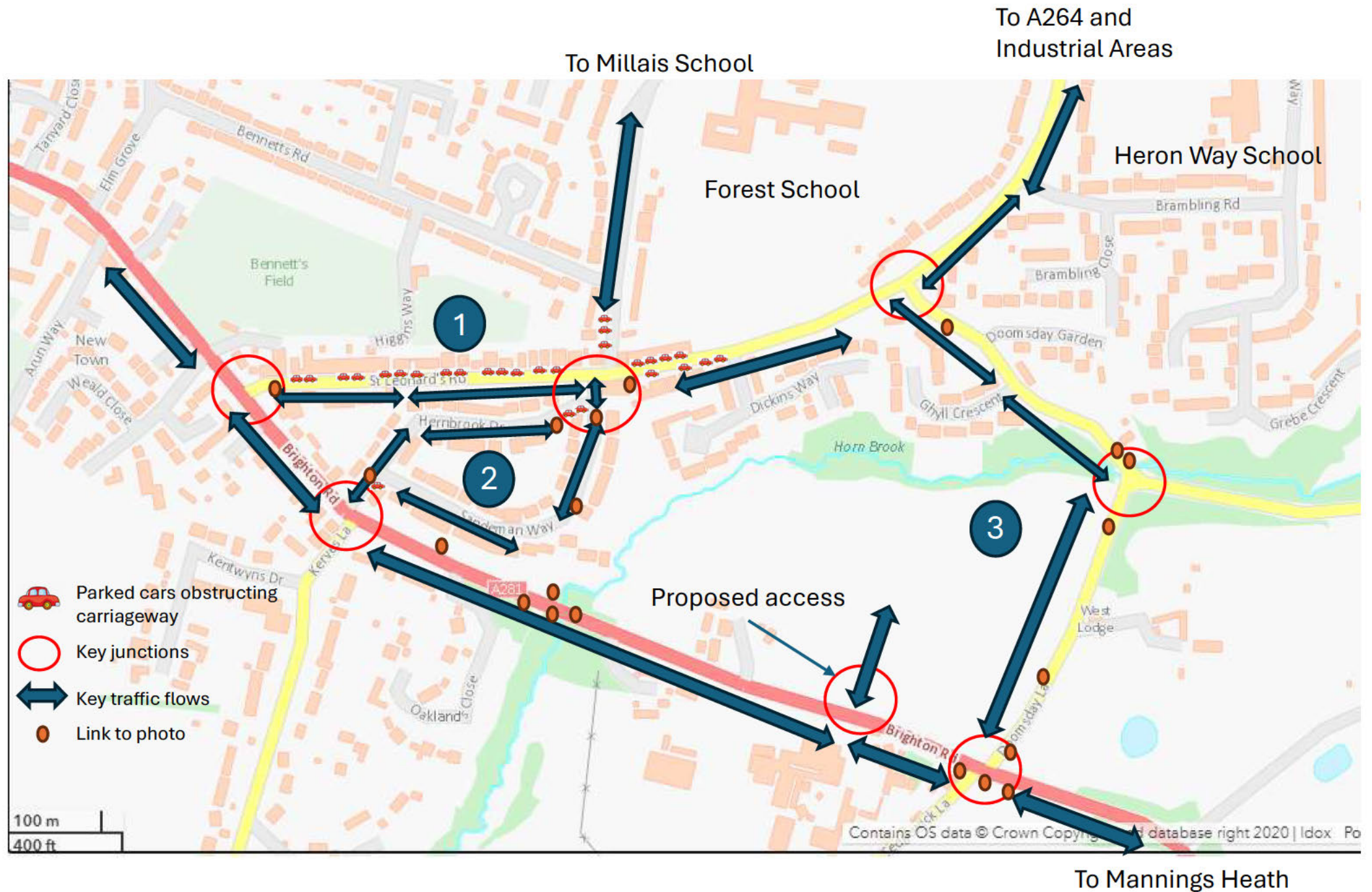
Horsham District Council, Alberty House, Springfield Road, Horsham, West Sussex RH12 2GB
Telephone: 01403 215100 (calls may be recorded) www.horsham.gov.uk Chief Executive: Jane Eaton

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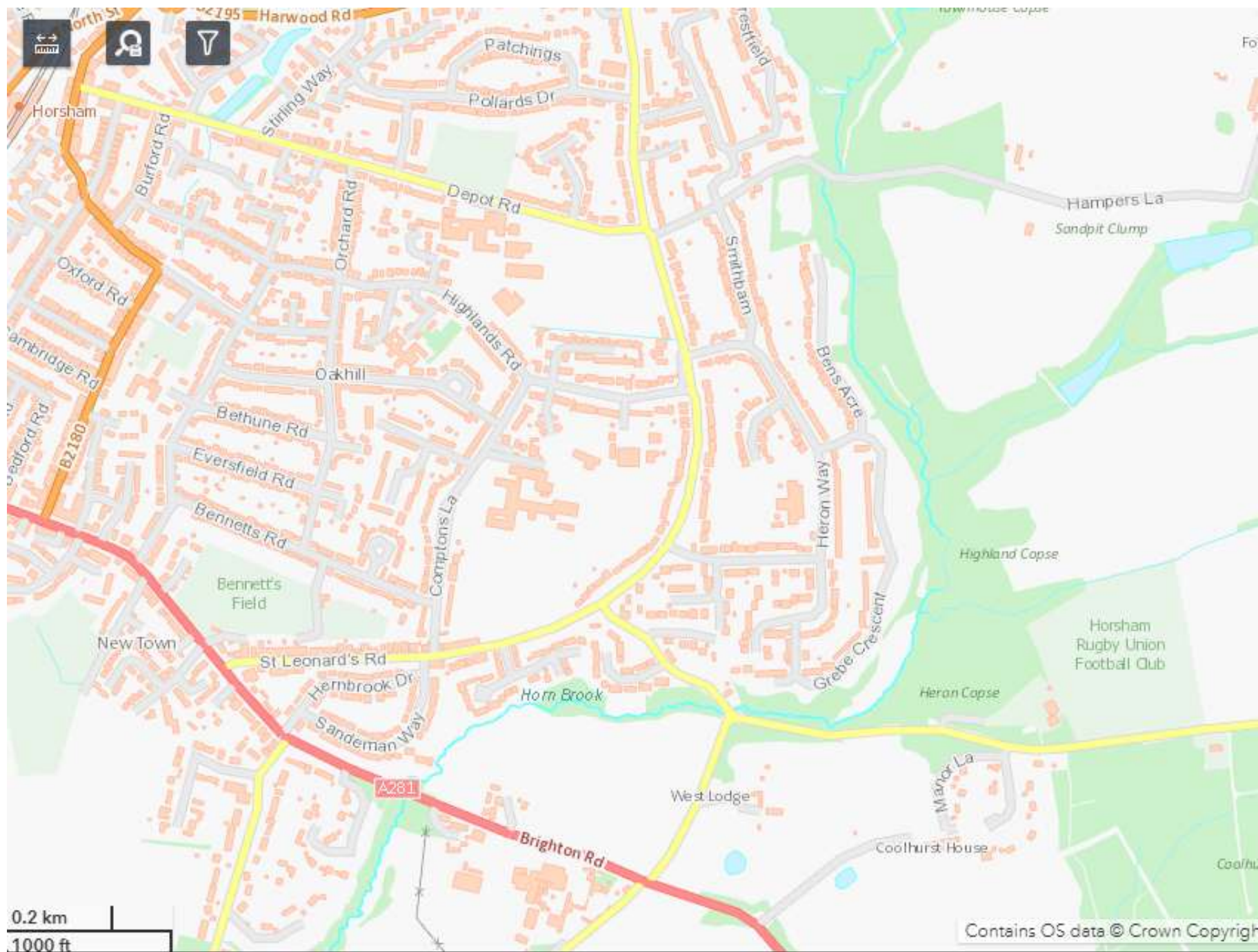
Traffic Flows around Horn Brook Farm Area



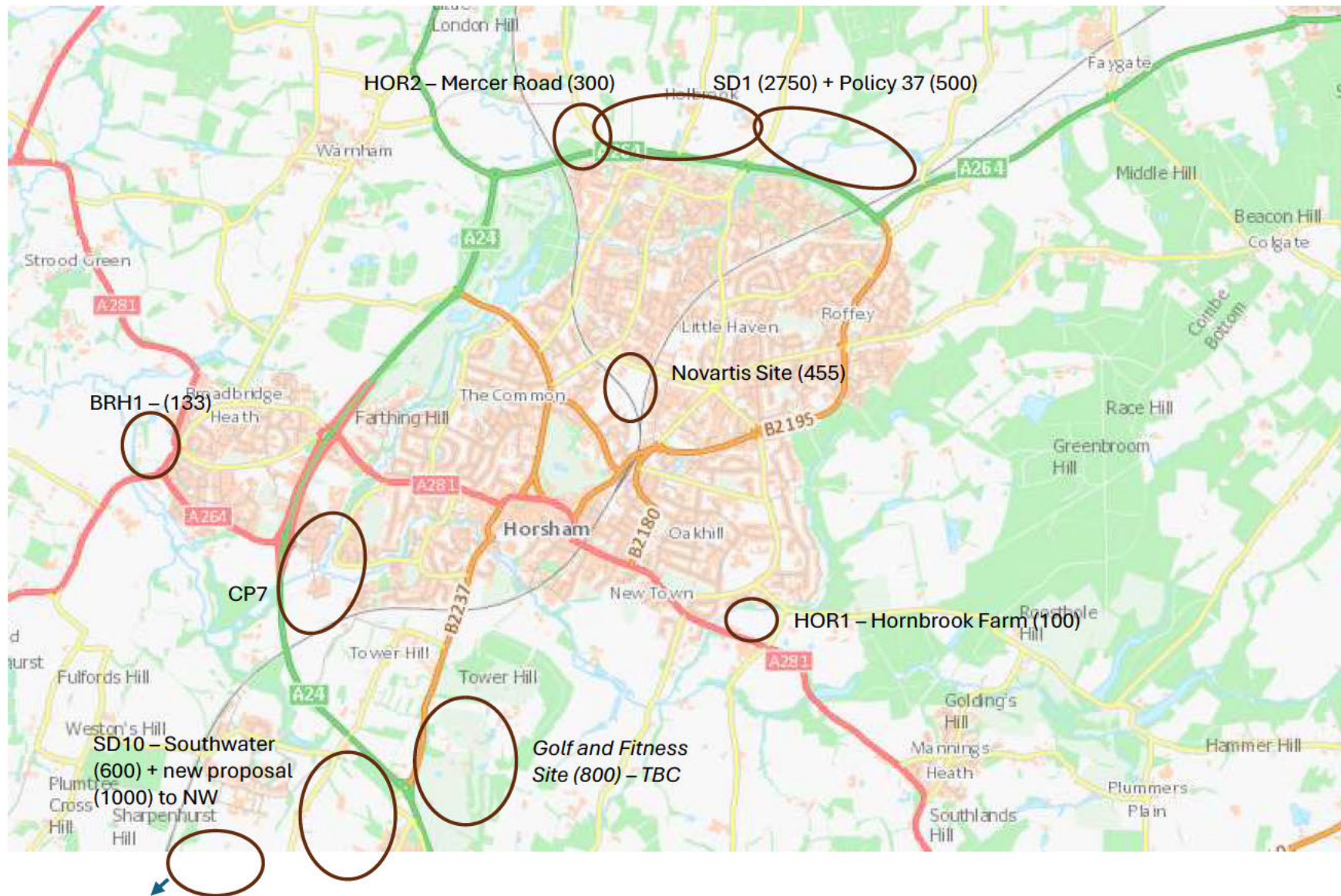
- 1 St Leonard's Road has lengthy stretches of parked cars causing congestion at peak times for cars and school buses.
- 2 To avoid St Leonard's Road, vehicles often use the residential side streets of Hernbrook Drive / Sandeman Way.
This has pinch points at the eastern end of Hernbrook Drive and onto the staggered junction with St Leonard's Road
- 3 Vehicles also avoid St Leonard's Road by going along Doomsday Lane and Road.
There is a pinch point at the end of Doomsday Road as it joins St Leonard's Road.

Significant extra traffic flows can be expected along both of (2) and (3) as vehicles exiting the proposed development which are heading to the local schools or northern parts of Horsham / A264 seek to avoid (1). They will likely also prefer to exit left from the site due to peak traffic coming in and out of Horsham along the A281, which will then direct them along (3).

The developer refers to providing improved (unsignalized) crossings over the A281. There seems little point in pedestrians crossing over from the northern side of the road to the southern side, other than to access the bus stop. It would make more sense for them to stay on the northern side of the road and walk towards the Tesco Express and St Leonard's Road (and there is already a signalized crossing just beyond St Leonard's Road). However such a crossing is being proposed because there is no pavement/walkway linking the site to the rest of Horsham. Indeed this entire section of the A281 is hazardous and entirely unsuited to pedestrian traffic. Pedestrians, including school children should not be directed to this part of the local road network.



Horsham – Overview, Key Roads and Housing Allocations (approx.)



Total planned housing = >6500 dwellings









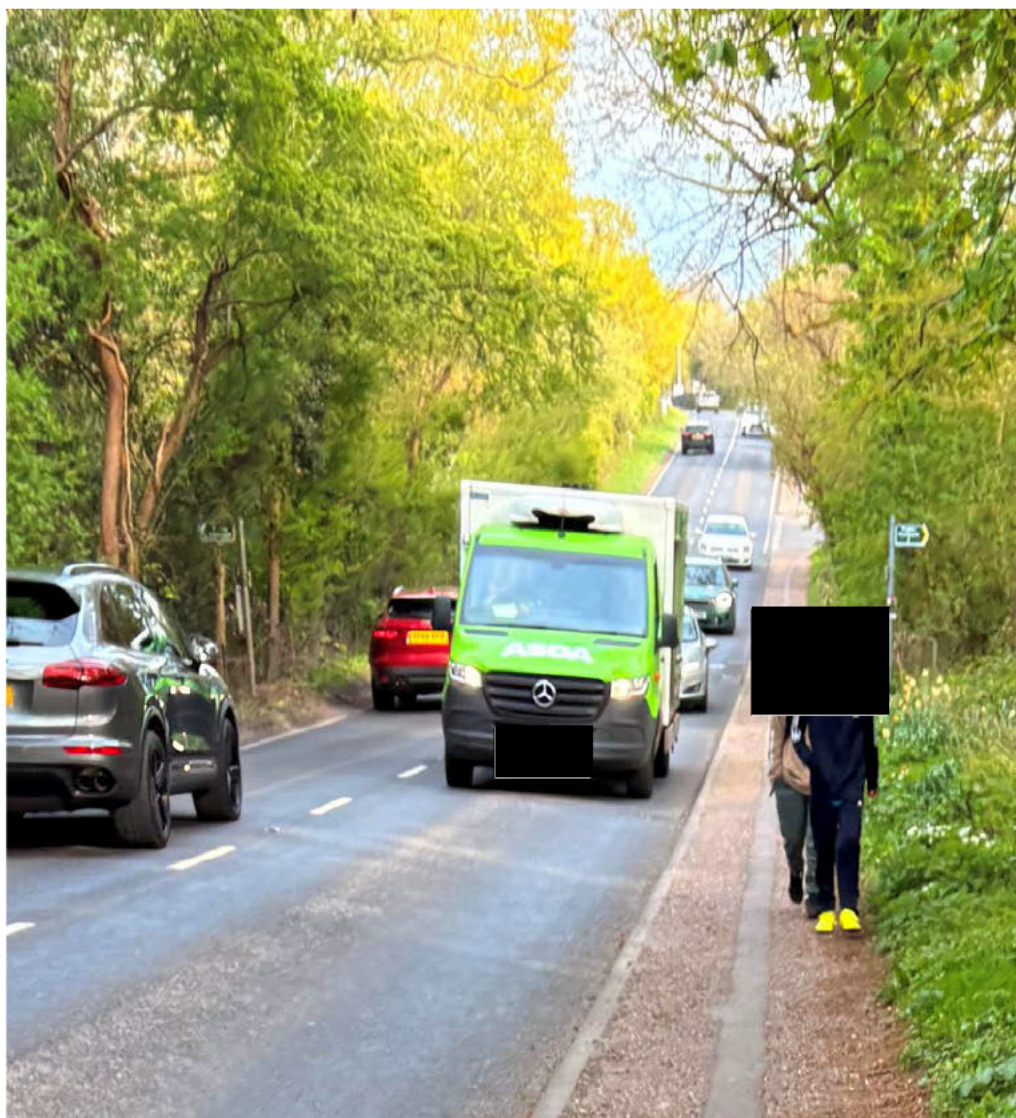














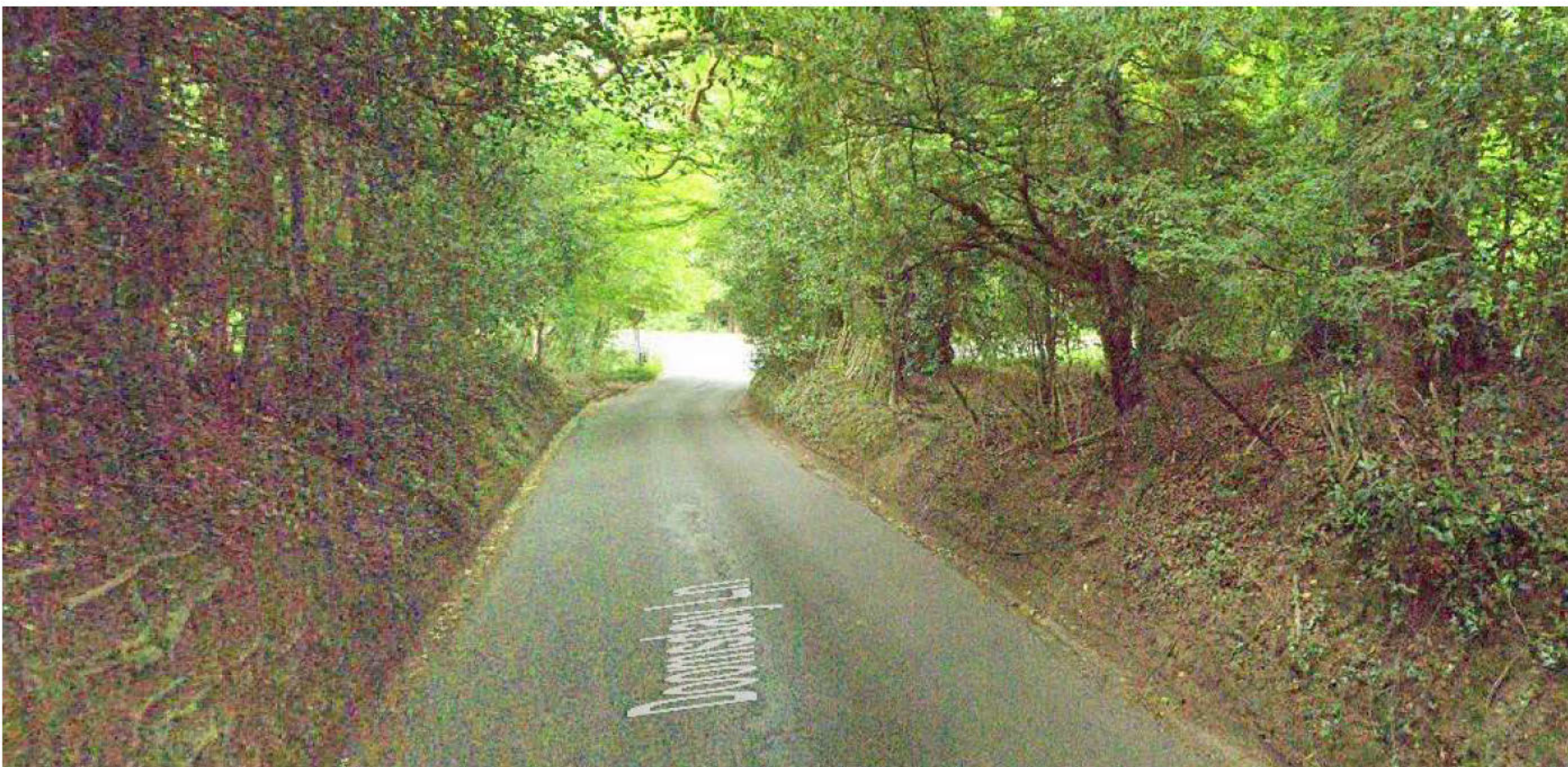


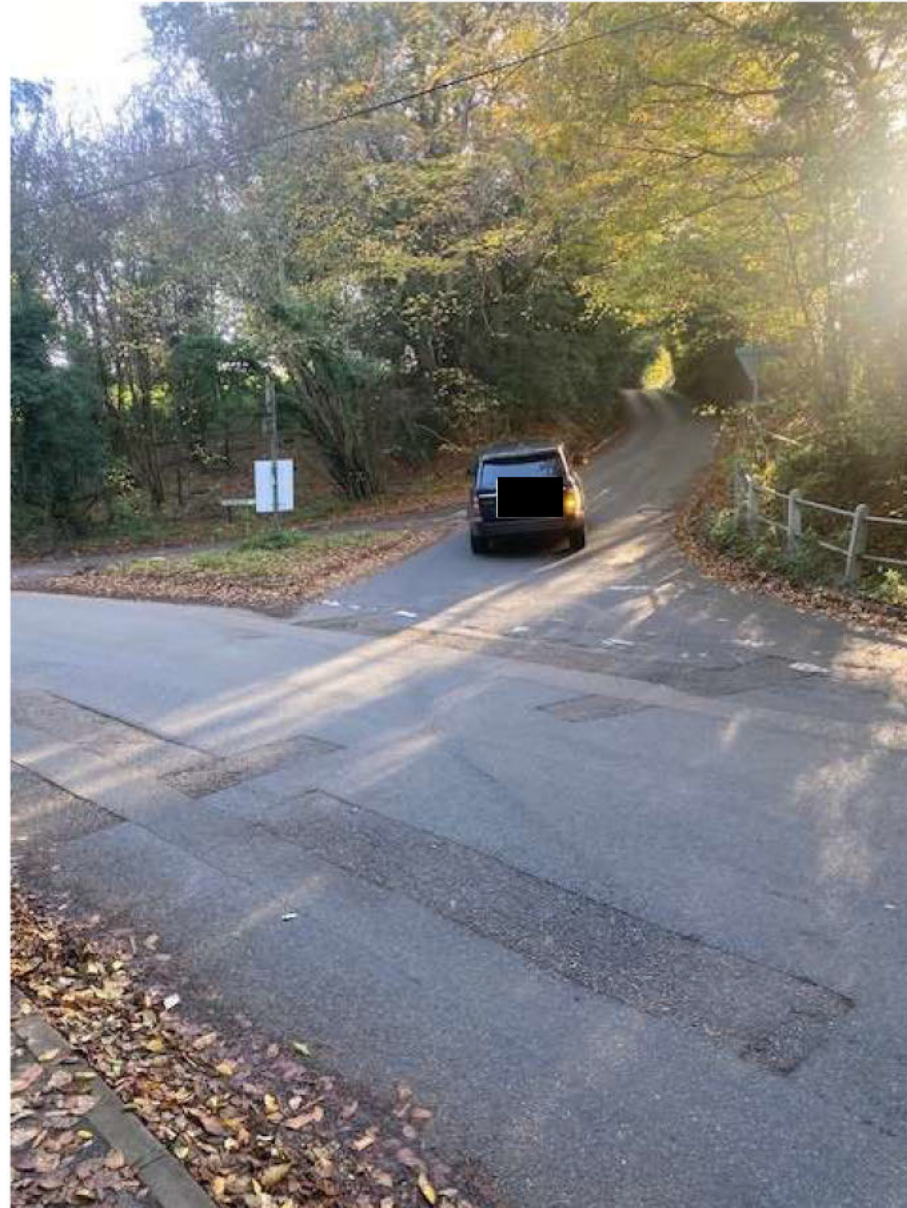










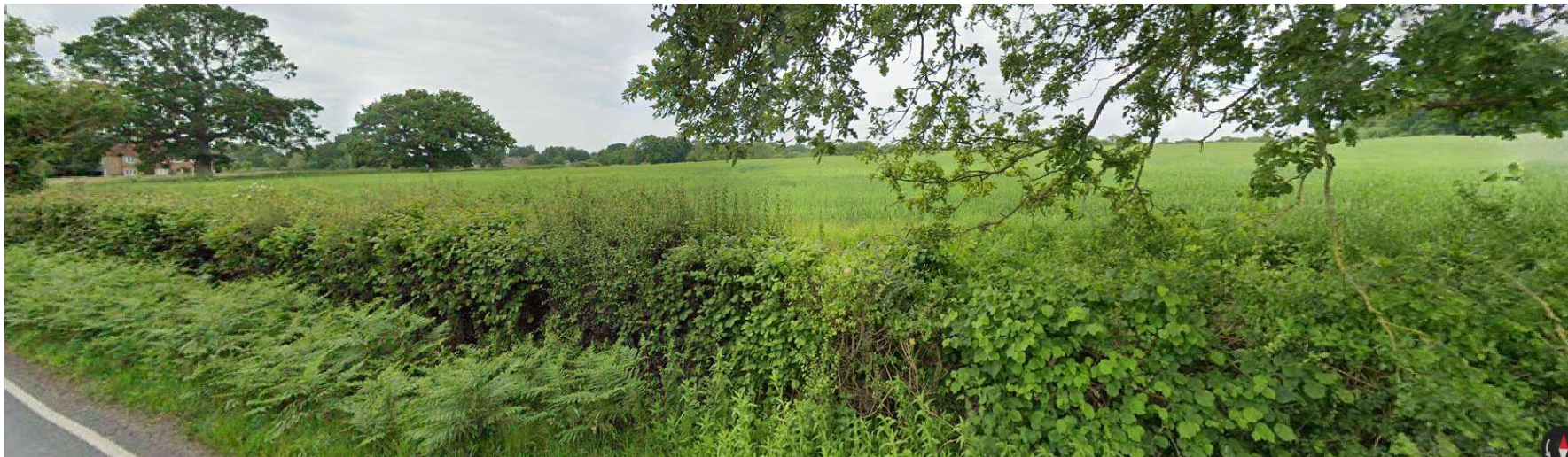






Backups

Approach to Horsham – Countryside Views



Approach to Horsham – Countryside Views



Approach to Horsham – View across to High Weald AONB



Approach to Horsham



Traffic Flows around Horn Brook Farm Area

